

(ESTABLISHED 1881.)

**\$36 PER ANNUM.
SINGLE COPY 10 CENTS**

Shipping—Steamers

HONGKONG, CANTON, MACAO

WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.			
HONGKONG TO CANTON.	CANTON TO HONGKONG.	HONGKONG TO CANTON.	CANTON TO HONGKONG.
MONDAY, 3rd October.		THURSDAY, 6th October.	
8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM	8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN
10.00 P.M. KINSHAN	5.15 P.M. FATSHAN	10.00 P.M. FATSHAN	5.15 P.M. KINSHAN
TUESDAY, 4th October.		FRIDAY, 7th October.	
8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN	8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM
10.00 P.M. FATSHAN	5.15 P.M. KINSHAN	10.00 P.M. KINSHAN	5.15 P.M. FATSHAN
WEDNESDAY, 5th October.		SATURDAY, 8th October.	
8.00 A.M. HEUNGSHAN	3.00 A.M. HONAM	8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN
KINSHAN	5.15 P.M. FATSHAN	10.00 P.M. FATSHAN	5.15 P.M. KINSHAN
		SUNDAY, 9th October.	

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lights throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.
S.S. "SUI-TAI" 1,365 Tons and "SUI-AN" 1,365 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 4 P.M. from the
Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 4 P.M.

EXCURSION TO MACAO
On **SUNDAY, the 9TH OCTOBER, 1910.**
The Company's Steamship
"HEUNGSHAN,"
will depart from the **COMPANY'S CANTON STEAMERS WHARF** at 9 A.M.
and return from Macao at 5 P.M.

FARES:
1st Class Return \$4, Single \$2.00. 2nd Class Return \$1.50, Single 75 cts.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.
and from Hongkong at 2 P.M. from the Company's Wing Lok Street Wharf.
Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. "HOI SANG," 457 Tons
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MAFAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

BANTON-WOODHOLM LINE

U.S. SAINAM"/J/55 Tons, and "NANNING," 550 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday, Friday, at about 5 A.M., and the other leaves Wuchow for Canton the same days at 5.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the compressed air steamer "S. Linan" and "Sasui." These vessels have Superior Cabin, and are driven and are lighted throughout by electricity. Electric Fan in each cabin.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMSHIP CO., LTD.
 HOTEL MANSIONS, (FIRST FLOOR),
 opposite the Plaza.

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.
A. F. DAVIES,
Manager.
 Hongkong, 5th February, 1909

ASTOR HOUSE
* (LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entire New Management. Large and Comfortable Rooms. Excellent Cuisine and Service. Telephone 1001. **THE QUEEN'S HOTEL.**

the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,
Proprietor.
Telephone: 750

N. BLUMENTHAL,
Manager.
Telegrams "Astor."

THE
"REMINGTON"



TYPEWRITE

It has always been, and is today, the most popular of all the Japanese cars. It is not the cheapest when purchased but it is the cheapest in the long run, as is proved by the fact that the number of Hondas sold annually is greater than that of any other make.

CAUTION.—Beware of skillfully renovated old Remingtons sometimes put on the market, which are on the market just now. They are offered at low prices and are new, but in reality quite worn and valueless.

SOLE AGENTS FOR HONGKONG AND SHANGHAI
SWINSON & CO.
(Incorporated in Hong Kong)

1. *Journal of the American Medical Association*, 1997; 277: 1039-1043.

Intimation.

Powell's

NEW

FABRICS

FOR

CURTAINS,

LOOSE COVERS,

PORTIERES,

DRAPERIES,

CUSHIONS, &C.

IN

THE LATEST

ART

COLOURINGS

ARE NOW
DISPLAYED

IN

THEIR
SHOWROOMS.

FIRST FLOOR

Alexandra

Buildings.

PATTERNS SENT TO ANY

ADDRESS

ON APPLICATION.

Public Company

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-NINTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the Undersecretary on SATURDAY, the 15th proximo, at Noon. The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 15th proximo, both days inclusive.

JARDINE, MATHESON & Co., Ltd.
General Agents.
Hongkong, 24th September, 1910. [657]

Notices of Firms.

NOTICE.

WE HAVE This Day admitted Mr. ARTHUR NILSSON as a Member of our Company.

OLOF WIJK & CO. AGENCIES,
LIMITED.
Göteborg, 1st September, 1910. [615]

NOTICE.

WE have this day been appointed Agents for the SWEDISH EAST ASIATIC STEAMSHIP CO., LTD.

OLOF WIJK & CO. AGENCIES,
LIMITED.
Göteborg, 1st September, 1910. [616]

NOTICE.

WE have this day been appointed SOLE AGENTS for the SWEDISH LLOYD S.S. CO.

OLOF WIJK & CO. AGENCIES, LTD.
Göteborg, 15th July, 1910. [617]

NOTICE.

I HAVE This Day established myself as a MERCHANT and COMMISSION AGENT under the name and style of S. D. SETNA & Co. temporary office at No. 49, Foulger Street.

SORABJEE DHUNJEEBOY SETNA.
Hongkong, 1st October, 1910. [637]

Intimations

"BEDFORD" RELIEF FUND.

UNDER THE PATRONAGE OF

H.E. Sir HENRY MAY, K.C.M.G.
H.E. Major-General BROADWOOD, C.B.
Commodore EYRES, R.N.

AN ENTERTAINMENT

will be given at the
CITY HALL,
on
SATURDAY, OCTOBER 15TH, and
MONDAY, OCTOBER 17TH.

Seats may be booked at The Roberts & Pinar Company on and after Monday, October 3rd.
Hongkong, 26th September, 1910. [614]

NOTICE OF REMOVAL.

I HAVE This Day REMOVED MY OFFICE to No. 8, DES VOEUX ROAD CENTRAL (corner of Ice House St.), Top Floor.

J. HENNESSEY SETH.
Hongkong, 1st October, 1910. [618]

NOTICE.

A LARGE Number of BOOKS, PERIODICALS, MAGAZINES and ILLUSTRATED PAPERS are required for the use of the Troops leaving here next month in the S.S. "Robila" for home. Any such literature will be gratefully received by the Acting Chaplain (Rev. A. B. Thornhill) either at St. John's Cathedral, or at the Park Hotel.

Hongkong, 8th September, 1910. [592]

SPECIAL SALE OF WORK

IN AID OF
THE ORPHANS AND THE HOME FOR
THE DESTITUTE.

THE Superiors and Sisters of the Italian Convent have the honour to announce that their ANNUAL SALE OF NEEDLEWORK, comprising Ladie's and Children's Dresses, Embroideries, Table Covers, Handkerchiefs and a Variety of Articles suitable for presents, will be held at the Convent on the 1st, 3rd, and 4th October next, commencing each day at 10 A.M.

The Superiors and Sisters beg to solicit the patronage of a generous community to aid the work of providing for the maintenance of the large number of Orphans at the Convent and its outlying branches, and the helpless Aged and Infirm in the Home for the Destitute at Wan-chai.

ITALIAN CONVENT,
28, Calles Road.
Hongkong, 26th September, 1910. [130]

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms.

SAVE YOUR HEALTH

in drinking the cheapest and most agreeable Table Mineral Water

"COUZAN GATIER"

approved by the French Faculty of Medicine.

Large Bottles \$0.30
Dozen \$3.50
Case 50 Bottles \$11.50
" 60 \$13.50

SOLE AGENTS:
"FRENCH STORE"
Hongkong, 19th September, 1910. [120]

THE DAIRY FARM CO., LTD.

ANNUAL REPORT.

The report for presentation to shareholders at the fourteenth ordinary yearly meeting, to be held at the Company's Depot, 7, Lower Albert Road, on Saturday, 8th inst., at 12:30 p.m., is as follows:—

The directors herewith present to the shareholders a statement of the Company's accounts for the year ended 31st July, 1910.

The profit for the year, after writing off \$3,387.09 for depreciation, had and doubtful debts, and providing for directors' and auditors' fees, amounts to \$6,350.64, from which it is proposed to pay a dividend of one dollar and twenty cents per share, absorbing \$48,000; to transfer to cattle reserve fund \$4,000; and to carry forward \$350.64.

Directors.—Dr. J. W. Noble and the Hon. Mr. Edward Osborne retire by rotation but are eligible for re-election.

Auditor.—The annexed accounts have been audited by Mr. F. J. Chapman, F.A.A., in the absence of Mr. W. Hutton Potts, who offers himself for re-election at this meeting.

J. W. NOBLE,
Chairman.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 31ST JULY, 1910.

Dr. A. A.

July 31st.

To Directors' and auditors' fees.....\$ 3,700.00

Repairs and renewals..... 5,813.05

Land cultivation & improvement..... 1,417.48

Loss on subsidiary coins..... 717.32

Written off:—

Bad and doubtful debts \$1,651.28

Share investments..... 594.00

Buildings..... \$359.73

Furniture, machinery and stores..... 2,371.36

Balance..... 581,386.74

By Balance from last year.....\$ 1,850.01

Interest..... 2,029.58

July 31st..... 15.00

B. & D. debits recovered..... 209.87

Balance of working account..... 77,741.78

581,386.74

BALANCE SHEET 31ST JULY, 1910.

Liabilities.

Capital:—

40,000 Shares at \$7.50 each.....\$ 3,000,000

Less \$1.00 per share not called up..... 60,000

Unclaimed dividends..... 202.00

Cattle reserve..... 20,000.00

Fire and typhoon insurance fund..... 10,000.00

Accounts payable..... 44,475.11

Balance of profit and loss account..... 62,350.64

5,777,027.75

Assets.

Cattle.....\$ 64,774.85

Buildings and property.....\$133,869.73

Less written off..... 3,870.73

30,000.00

Furniture, machinery and stores.....\$ 20,372.36

Less written off..... 2,272.36

18,100.00

Share investments and mortgages.....\$ 62,350.00

Less written off..... 594.00

61,756.00

Stream income..... 3,000.00

Accounts receivable..... 44,475.11

Stock on hand..... 54,594.64

5,777,027.75

THE TONE OF THE MARKET.

AN EXPRESSIVE LONDON CIRCULAR.

A London correspondent writes:—"I have at various times, from my 'inside' point of view, endeavoured to give you the 'tone' of the London Stock and Share markets. The present position has been delightfully summed up in a circular which has just been distributed from Salisbury House, of the E.O. district of this Metropolis, a palatial building which houses many of the promoting fraternity."

The financial editors of the principal London and Provincial newspapers are amongst the recipients, and I pass mine on to you, for I am sure some of your readers will be interested. The compiler who so graciously weighs out his advice to all and sundry is a well known promoter who has been considerably interested in oil ventures. From what I gather from your columns, tea, coal and oil might very conceivably be substituted for Rubbers, Oils, and Mines—and you need not alter the advice! It is a pity you cannot reproduce that charming cut. It is equal to Frank Leah's best efforts!"

"Here is a copy of the circular referred to, minus the cut of legibus countenance in the margin:—

Salisbury House, London, E. C.

For the moment—

"Rubbers" Don't Bounce.

"Oils" Won't Spout.

"Mines" are played out.

SMILE.

DARK YOU SMILE.

and

"WAIT AND SEE."

"Is this advice for the present?"

G. M. D.

GERMANY GHOST STORY.

THE MYSTERIOUS GOBLIN SEEN AT STETTIN.

UNCANNY PROCEEDINGS.

A stranger, passing through Stettin last night would have thought that a Socialist demonstration or something equally dreadful was taking place, said the Berlin correspondent of the Telegraph in a wire of August 19. The streets were closed to traffic by the police, and large crowds assembled in the neighbourhood manifested their displeasure at this step after hour by shouting and cat calls. But all the bother was merely due to the anxiety of the public to devote itself to a little practical psychological research. For at the centre of the cleared area stood a haunted house, and that was what the people were trying to get at.

It appears that a ghost had been at work for a long time past, though it only became an object of general interest a couple of days ago after it had been taken notice of in the newspapers. The centre of its activity is the tenement of a labourer, named Buchsler, in the Kucknuchstrasse, where it is reported to have brought many strange things to pass. Credible witnesses saw cups and saucers, pots and pans, jugs and bottles lift themselves up without any visible assistance, and sail through the window into the courtyard. Brooms hovered in the air, as if levitating to a trip to the Brocken. Cupboards flung open their doors and precipitated their contents on to the floor.

These spectral activities seemed, as is so often the case, to centre around a young girl, the eleven-year-old daughter of the tenant, a sickly and undergrown little thing, who is credited by the neighbours with wonderful magnetic gifts. The story, however, which got about was that the uncanny proceedings were the work of a hobgoblin, who came to the house in search of Frau Buchsler's housekeeping money, and showed its anger in wanton destruction when it found that the key of her cash-box was hanging round her neck, and not to be got at. It appears to be a fact that the ghostly demonstrations were occasionally accompanied by the disappearance of sums of money, but for that there is spiritual explanation of a different kind.

ATTACKED BY SPIRITS.

No tale was too wild to be believed in Stettin. It was widely credited that the little girl was physically assailed by the goblin, which covered her arms with scratches and left marks on her flesh like the prints of a cat's paw. It has since been discovered that the wounds were self-inflicted, and were due to a childish habit of meddling with irritating creases of the skin.

Another report was to the effect that the police dog had refused, in spite of all inducements, to enter the haunted precinct. The truth is that the animal was ordered to lie down in the courtyard, and did so.

When the police took the matter in hand they were somewhat at a loss as to the course to follow. One officer called upon Frau Buchsler to produce the ghost, or at any rate cause it to give some signs of its existence. The reply was that this was impossible, as she had done something to annoy the disturbing spirit. What the head and front of her offending had been she declined to say, on the ground that the revelation of such mysteries would bring untold disaster upon her head. The police officer went back to the station, probably to look up the unfamiliar case in the Criminal Code. When he returned he found that two sisters of a religious order had been praying in the house for a couple of hours and that a general impression prevailed that the fiend had been successfully exorcised.

The police, however, were not satisfied to let the matter rest there, and their further inquiries convinced them that the mysterious doings were due more to sleight of hand than to spiritual agencies. They also learned that Buchsler had been spending a good deal of money at the public-house of late, which, perhaps, might account for the disappearances from his wife's cash box. So the family have been informed that should the mischievous spirits recommence their tricks they will be taken into custody under the gross nuisance clause which can be made to cover everything to which the authorities object, but is not specified in the law.

Intimation.

G. R.

HONGKONG TECHNICAL INSTITUTE.

QUEEN'S COLLEGE.

EVENING CLASSES in the following Subjects will RE-OPEN on THURSDAY, October 6th:

ENGINEERING SECTION:

Building Construction and Drawing.
Field Surveying.
Machine Drawing.

Steam.
Mathematics.
Mechanics.
Physics.

COMMERCE SECTION:

English.
French.
Chinese (Cantonese Colloquial).
Shorthand.
Book-keeping.

SCIENCE SECTION:

Chemistry [Theoretical].
Metallurgy [Practical].
Physics.

TEACHERS' CLASS:

English.
Kludergarten.

Students should attend at the Institute to be enrolled on MONDAY/TUESDAY or WEDNESDAY next, between 6 and 7 P.M.

Copies of the Prospect and Entry Forms may be obtained on application to the Under-Secretary.

E. KALPHS,
Director.

Hongkong, 14 October, 1910.

HONGKONG AVERAGE MARKET PRICES.

Corrected 20th Sept., 1910, 100 lbs. per 5 Mar.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B. 20

" Corned—Ham Ngau Yek 20

" Roast—Shio 22

" Roast—Ngau Lam 15

" Soup, Tong Yek 20

" Steak—Ngau Yek Pa 22

" Sirloin—Ngau Lam 20

" Sausages—Ngau Yek Ching 20

Bullock's Brains—Know 9

" Tong-fresh—Ngau Lam 50

" Corned—Ham Ngau Li 25

" Head—Ngau Tai 25

" Heart—Ngau Sum 25

" Hung, Salt—Ngau Kiu 25

" Feet—Ngau Kook 25

" Kidneys—Ngau Yek 25

" Tail—Ngau Mei 25

" Liver—Ngau Gon 25

" Type (undressed)—Ngau To 25

Galves Head and Feet—Ngau Chai 25

Matton Chop—Young, Fat Kwai 25

" Leg—Young Fat 25

" Shoulder—Young Shat 25

Pigs' Chilling—Chi Cheong 25

" Brains—Chi Kook 25

" Feet—Chi Kook 25

" Fry—Chi Chai 25

" Head—Chi Tai 25

" Heart—Chi Sum 25

" Kidneys—Chi Yek 25

" Liver—Chi Kon 25

" Pork Chop—Chi Fat Kwai 25

" Corned—Ham Chai Yek 25

" Leg—Chi Fat 25

" Fat or Lard—Chi Yek 25

Sheep's Head and Feet—Young Tan 25

" Kook 25

" Heart—Young Sum 25

" Kidneys—Young Yek 25

" Liver—Young Gon 25

" Sucking Pig, To Order—Chi Chai 25

Suet Beef—Sang Ngau Yek 25

" Matton—Sang Young Yek 25

" Veal—Ngau Chai Yek 25

" Sausages—Ngau Chai Yek Tong 25

POULTRY.

Chicken—Kai Chai 25

Gapons, Large, Small—Shi Kai 25

Ducks—Ap 25

Doves—Fan Kai 25

Eggs, Hens—Kai Tai 25

Fowls, Canton—Kai Kai 25

" Hainan—Kai Nam Kai 25

Gees—Ngau 25

Gees, Wild Shanghai—Sheng Hoi Yek 25

" Ngau 25

Musk Deer—Wong Kook 25

Hares—To Chai 25

Partridge—Chi Kook 25

Pheasants—Shan Kai 25

Pigeons, Canton—Fai Kook 25

" Hoihow—Hoihow Pak Kook 25

Quail—Um Chai 25

Rice Birds—Wo Fa Chai 25

Salps—Sa Chai 25

Turkeys, Gock—Fo Kai Kook 25

" Hen 25

Entertainment.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S
E
VERY OLD LIQUEUR
SCOTCH
WHISKYA Blend of the Finest Pure Malt
Whiskies distilled in ScotlandGENUINE AGE
AND
FINE MELLOW
FLAVOUR.Robert Porter & Co.'s
BULL DOG
BRAND
GUINNESS' STOUT
in PINTS and SPLITS.A. S. WATSON & CO.,
LIMITED.ALEXANDRA BUILDINGS.
Hongkong, 7th July, 1910.

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.Ordinary business communications should be addressed
to The Manager.The Editor will not undertake to be responsible for
any rejected MS., nor in return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

Daily: 36 p. ann. Weekly: 12 p. ann.

The rates per quarter and per annum, proportionally.

Subscriptions for any period less than one month
will be charged as for a full month.The daily paper is delivered free when the address is
accessible to messenger. Peak subscribers can have
their copies delivered at their residence without
any extra charge. On copies sent by post an
additional \$1.50 per quarter is charged for postage.The postage on the weekly issue to any part of the
world is 50 cents per quarter.Single Copies, Daily, ten cents. Weekly, twenty-
five cents (for cash only).

DEATH.

On 3rd October, at the Peak Hospital,
ROBERT T. SMILES, of Geo. Fenwick & Co.,
Ltd. Aged 43 years.The funeral service will be at the Mon-
ument at 9 a.m. to-morrow.

The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 3, 1910.

KOWLOON RAILWAY RATES.

On Saturday last we published some details
of the rates to be levied for passenger and
luggage traffic on the British section of the
Kowloon-Canton Railway. The rates as laid
down may be, and possibly will be, subject
to material alteration once the Chinese sec-
tion has been linked up with the British sec-
tion and experience has been gained as to
the running of the Railway on this side of
the boundary. On the whole, the tariff as
arranged is not unequitable and appears to
have been framed from the tariff of the
Federated Malay States programme—a
most estimable guide—and from the Indian
railways. It is, however, open to criticism
in several respects, chief of which is ex-
cessiveness of prices. We have now for the
first time an official statement regarding the
stations and their location on the map; and the
following is the list with their respective
distances in miles from Kowloon Ferry
Station:—Kowloon Ferry Station; Hung
Hom (Blackheads), 1.00; Yau Ma Tei, 1.41;
Shatin, 7.27; Tai Po, 13.27; Tai Po Market,
14.09; Fan Ling, 15.73; Lo Wu, 21.78. We
have pointed out before that one of the main

LOCAL AND GENERAL.

The English Mail of the 5th September was
delivered in London on 1st inst.Fifty-seven undesirable articles by the
Tjouwli from the Dutch East Indies to-day.IN ROBERT HART has been spending several
weeks at Cromer, and has derived no benefit
from the change. He will return to London
shortly.ON the 23rd ult. H.M.S. *Drum*, lying at
anchor in the stream off Harkow, was struck
by a timber raft, carried 400 yards and lost her
anchor and chain.A BLUE BOOK recently issued shows that there
was a decrease of some thirteen millions in the
number of passengers carried on the Railways of
the United Kingdom last year.Mr. Charles Butler, of Halifax, a well-known
antiquarian, left estate which has been valued
at over \$1,300,000, upon which duty to the
amount of about £180,000 is payable.TO-MORROW being the Jewish New Year 5671,
the day will be observed as a holiday by the
Jewish community in Hongkong, to whom we
extend our best wishes for a happy and prosper-
ous New Year.LADY MAY visited the Italian Convent, site of
work in the forenoon to-day and patronized
several of the stalls. In the afternoon many
more ladies extended their patronage to this
deserving charitable institution.A NUMBER of Chinese appeared at the Mag-
istrate's court this morning for gambling in the
servants' quarters of the Colonial Secretary's
Office. A fine of \$4 was imposed in each case.
Another batch of gamblers were fined \$4 each.H.E. CHU Shou-yung, Treasurer of Honan,
who has been an official for fifty years, has
been discharged. H.E. Wang Nai-cheng,
Governor of Peking and Acting Treasurer of
Honan, succeeded him, while H.E. Kao Ling-
wei, Educational Commissioner of Honan, is
promoted to be Treasurer of that province.A GLARING instance of barefaced cowardice
was brought to light in the Police Court this
morning, when Inspector Dymond, of Aberdeen
Police Station, charged the master of a junk
with causing four of his *foots* to cut the rope
of a large fishing junk's anchor and stealing the
huge piece of iron at midnight on Friday last
while the typhoon signal was up. The ring-
leader was awarded two months' hard labour
in the Police Court this morning and four
hours' stocks, two of the defendants were each
sentenced to three weeks' hard labour, while one
of the men was acquitted.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed
by Correspondents in this column.)

RAILWAY INAUGURAL CEREMONY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH".
Sir,—May I ask, through the medium of your
columns, what was the guiding principle that
determined the compilation of the list of guests
to the opening ceremony of the Kowloon-
Canton Railway on Saturday last? As far as I
can discover from a perusal of the published
list of the names of those who were honoured
by an invitation from the Chief Resident En-
gineer, the list must have been made up in a
haphazard manner, or rather in that invidiously
discriminating manner as to leave a good
deal of room for much and justified dis-
satisfaction. If the accommodation avail-
able on the inaugural day of the Colony's
magnus opus has been so extremely limited
as to preclude the possibility of making the
invitations more general, there was certainly
no excuse that can be justified on plausible
grounds for the presence of a preponderance of
a certain section of the community almost to
the entire exclusion of others. Of the section
to which I allude many were invited who, nei-
ther in point of the aristocracy of blood—such as
is understood in the Colony—nor in that of
wealth were they entitled to priority of
consideration over such gentlemen, for ex-
ample, as those who control the affairs
of our leading British Indian firms in Hong-
kong. I am sorry to have to cite any example
where common sense is always invidious but I
am impelled to this recourse in order to
give force to the argument in point. Singularly
enough, members of the Jewish community were
conspicuous by their absence at Saturday's
official ceremony. Yet, it is not too much to
say that whenever their co-operation was needed
in matters calling for pecuniary assistance they
have never been appealed to in vain. Their
omission from the list of guests on Saturday
was an unpardonable oversight for which, I
for one, would like to see ample amends made.
Yet another instance. Our Portuguese
friends may not lay the same claim to
contests as do the British Indians from a
consideration of their dollar-and-cent status
in Hongkong. But, surely, apart altogether
from the purely sordid money consideration
there is such a thing as vested interests, and
as regards the latter I hold that the Portuguese
in Hongkong are second to none in point of
their claim to equal treatment. Yet, with the
exception of this, whose official positions alone
entitled them to an invitation, the community
were passed over *en masse* with great courtesy.

Despite the alleged lack of accommodation I
find, on the other hand, a broadcast scattering
of invites to those favoured of the gods, who
and whose "mistakes" were there in strong
force. I refer to the representatives of the
cleric body. The railway is an essentially
commercial enterprise, and its administration, I
make bold to assert, should be no respecter of
the "cloth" where other interests—like
those of the merchants—should be accorded
more favourable differential treatment. I have
already heard a great deal of dissatisfaction
expressed at the management, or rather mis-
management, of the inauguration of the railway
for last Saturday and trust that the same mis-
takes might be avoided in functions like that
for the future. Yours, etc.,

AN INVITED GUEST.

Hongkong, 1st October, 1910.

HONGKONG UNIVERSITY.

SIR FREDERICK LOGARD CRITICIZED.

The following letter appears in the *N. C. D.*
News of 28th ult. over the signature of Mr.
Arnold Foster who wrote from Wuchang on
20th inst.—A telegram in yesterday's issue
of the 16th inst., quotes some remarks by
the Governor of Hongkong to the effect that a
university in China would be bound to come
under the deadening influence of Chinese of-
ficialdom. As these remarks will, rightly or
wrongly, be generally interpreted, as you in-
terpret them in your editorial note, as "directed
at the scheme in which the prime mover is the
Rev. Lord William Cecil," I shall be glad if
you will allow me to criticize Sir F. Logard's
criticism.

I have before me a full and, as I think, highly
satisfactory official statement in regard to the
"United Universities' Scheme for a University
for China." The names of the gentlemen who
form the joint committee for the general
management of the scheme are a guarantee
that we have here no ill-considered project
or project espoused by ill-informed persons.
Among the four trustees of the undertaking
are the Marquess of Salisbury, the Rt. Hon.
Walter Runciman, M.P., President of the Board
of Education, and the Rt. Hon. Sir James
Salway. With them are associated in the com-
mittee of management some twenty other men
drawn from the two Universities of Oxford and
Cambridge, all of them deeply interested in
education. These include the President of
Magdalen College, Oxford; and the Master of
Pembroke College, Cambridge; the Warden of
Keeble, the Master of Selwyn, Professor McAlister
of Cambridge, and Mr. A. Lionel Smith,
Fellow of Balliol. A glance at such names on
the part of any one who knows anything of the
personalities behind them, will cause a smile
to pass over his face as he tries to imagine
these gentlemen, in their management of an
important educational nature falling under the
spell of "the deadening influence of Chinese
officialdom." It is scarcely likely, e.g., that
the President of the Board of Education in
England, or the late British Minister in China
would lend their names to a University scheme
for China into which they had not gone care-
fully, or to a scheme which they feared would
have no more vitality than there is in any of
the educational institutions that have been
started and are being managed by Chinese
mandarins with official funds.

It is interesting to contrast

SIR F. LOGARD'S VIEW

of the proposed new university in China, with
the view expressed in the document before me
of Sir F. Logard's scheme for the University
in Hongkong. "Hongkong," says the pro-
moters of the Oxford and Cambridge proposals,
"is a portion of the British Empire, and no
patriotic British could feel otherwise than sym-
pathetic towards an attempt to introduce the
best university education into a British posses-
sion. But we can hardly expect the Chinese
to share our enthusiasm for the British flag.
If we are to attain the special object we have
in view, i.e., that of naturalizing Western
knowledge and Christian ethics in China, we
must choose our site in the heart of the country,
not in an island under British rule. Moreover,
it must be a district where Mandarin is spoken"
which is the language of three-fourths of China.
The dialect spoken in Hongkong is only
understood in the South-east. Hongkong, how-
ever, is six hundred miles distant from the
Wu-han cities and we see no danger that the
sphere of influence of the two universities would
overlap, or that they would ever become hostile
or even rival institutions."

THE UNIVERSITY FOR CHINA
scheme are not working without some date to
go upon, or without some very encouraging ex-
amples of what is possible in China. If they
have not had before them any examples of
efficient and prosperous colleges under
official management, they have had what
has been much more to the point, viz.,
some very brilliant examples of what can
be done apart from either Chinese official
Government like that of Hongkong. There
are to-day large and prosperous and efficient
colleges in China that are the outcome of only
more or less private enterprise. There are
lingists, *ludists*, who, with no other resources
behind them than those that have come through
missionary societies that had many responsi-
bilities to ring upon them, besides educational
responsibilities, have been able to build up a
great educational work that has had very far-
reaching results. To name two or three of
such workers only may seem invidious when
so many workers come into mind, and yet
who can ever forget such workers as Dr. Calvin
Mateer working in Shantung against tremen-
dous odds and under most depressing cir-
cumstances, when forty years ago, Western
knowledge was nothing thought of in
China? Who that has ever seen the
work going on in St. John's College at
Hankow under the leadership of Dr. Hawks
Pott, or the work of the Anglo-Chinese School
at Tientsin commenced by Dr. S. Livingston
Hart—himself a fellow of a Cambridge College
—can ever forget it? Is it unreasonable for
Lord William Cecil and his friends to argue
that, if in three different provinces of China
such institutions as I have mentioned can live
and flourish and not only gain the respect of
Chinese officials, but also them up to try and
imitate what they admire, a still stronger argu-
ment more strongly supported not only
with money, but with active sympathy from
the great universities of the West, might hope
to exercise a still wider and profounder influ-
ence? Is Lord William Cecil wrong in imagining
that, given men of the same stamp as those
who have already done such a nob's work
without much sympathy from the leaders of the
great educational movements at home, one may
reasonably suppose that other men, of as high
or even higher educational qualifications, if
possessed of the same enthusiasm, inspired by
the same motive and cheered and encouraged
by the sympathy and co-operation of an

ganized body in the home universities, might
hope to accomplish even greater results if
working together at a suitable centre? Sir
Frederick Logard and others may be of opinion
that

THE DEADENING INFLUENCE OF CHINESE
OFFICIALDOM.

will almost certainly swallow up the higher
influences of Christian ethical teaching and the
ardour of the organizers of the new Oxford and
Cambridge movement. I venture to predict
that the result will be seen to do time to be
of a directly opposite character, and that as
the students in the new university come
first under the personal influence of the new
school of teachers, and secondly under
the inspiration of their teaching, a new
view of the world in which they live will
dawn in their minds with the effect of awak-
ening in them a new and more worthy love
of their country, a new appreciation of the im-
portance of moral rectitude, and last, but
not least, a new zeal for imparting to
others, something of the higher moral and
educational influences which they them-
selves have consciously come. Such men
will in due time be quite fit to take their place
on the governing body of the University and
to share in its responsibilities, and as they come
to do so the prominent fact will be not the
sterility of Chinese officialdom with its
demoralizing power, but the vital and growing
influence of cultured Chinese, who have ac-
quired some high else in the schools besides a
knowledge of the facts of science—the ripest
fruits of Christian civilization and nobility of
life.

ST. JOSEPH'S COLLEGE.

AQUATIC SPORTS.

St. Joseph's College Swimming Club held
their aquatic sports this year at Stonecutters on
Saturday. The times in the different events
were poor owing to the choppy sea. The event
of the day was the 250 Yards Championship of
the College which only three competed for and
the winner, J. Tanh, won the event with forty
yards to spare from the second boy. On the
whole the day's outing was very successful and
the St. Josephians enjoyed themselves im-
mensely. The officials were:—President,
the Rev. Bro. Director; Judges: Rev. Bros.
Cornelius and Austin; Starter: Rev. Bros.
Paul and Daphnes; Timekeeper: Rev. Bro.
Wilfred.

The results are as follows:—
50 YARDS FOR BOYS UNDER 12 YEARS OF
AGE.

A. Bismann 1
C. Ceron 2
The winner won easily with over 5 yards to
spare from the second boy.
100 YARDS FOR BOYS UNDER 15 YEARS OF AGE.
J. Haas 1
R. Baumann 2
Nino boys started for this event, L. Dabao
was second, but he was disqualified for fouling,
and Bismann was awarded the place.

DIVING LONGEST RECOVERY.

F. Remedios 1
L. Dabao 2
The entries for this event were large and it
proved exciting. The winner stayed under
water for 35 seconds.

150 YARDS (Open to all ages)
R. Baumann 1
L. Dabao 2
Bismann won easily.

NEAT DIVING.

J. Haas 1
C. Vau 2
150 YARDS (Open)
R. Baumann 1
L. Dabao 2

This event resulted in an easy win for Baumann again.

TUG-OF-WAR IN WATER—resulted in a

draw between Haas and Reyes' teams.

SWIMMING IN PAIRS.

A. Bismann 1
L. Dabao 2
F. Remedios 3
J. Thyan 4

50 YARDS (Open to beginners).
C. Ceron 1
F. Remedios 2

BLINDFOLD RACE.

F. Remedios 1
G. Reich 2
350 Yards Championship of the School.
J. Tanh 1
L. Dabao 2
F. Remedios 3

There were only three entrants for the race
which resulted in an easy win for Tanh with
40 yards to spare from the second boy.

CONSOLATION RACE.

C. Eytan 1
C. Eytan 2
At the conclusion of the sports the Rev. Bro.
Director presented the prizes to the successful
winners, after which he spoke a few encour-
aging words to the boys, and the meeting ended
with the usual cheers.

GROUNDING OF THE "TENTO
MARU"

News was received in Shanghai yesterday
morning, reports the *Shanghai Times* of 28th
ult., that the T.K.K. steamer *Tento Maru*,
commanded by Capt. E. Egot, on the way from
Hongkong and Manila to the United States,
was about 200 miles from Kintom in
lightship in the lower river. It has been learned
that when approaching that mark toward
bound on Sunday evening, something went
wrong with her steering gear, and before this
could be sighted or the vessel stopped she
ran aground on a mud bank inside the
booby. The position is reported to be
entirely of mud, so there is very little fear
for the vessel's safety, and with an ample sup-
ply of livestock, sent down at once to take off
cattle, and a good tide expected last night, she
was to be gotten off easily. The passengers
and mail were brought up yesterday morning
just before noon by the tug *Albatross*.
The steamer was safely floated at high tide
yesterday afternoon and reached Woosung at
4 p.m. She is apparently undamaged, and
will sail tomorrow for America, the *Yug*
having the Customs duty of 2,500.

CLAIM FOR DAMAGES.

A PLAINTIFF WHO WAS SCALDED
BY BOILING WATER.

Before Mr. Justice Hasland, Acting Chief
Justice, and a common jury in the Court of
Summary Jurisdiction this morning, Joseph
William Denton, arraigned on board the *Em-
press of Japan*, filed a suit against Tsang
Hin Ting, steam-launch owner, of 9, Shau-
wan West to recover the sum of \$500 as dam-
ages for injuries caused to the plaintiff by
alleged negligent handling on the 19th March
last of defendant's steam-launch *Yee Tai* by
defendant's servants. Mr. W. E. L. Shenton,
of Messrs. Diacon, Looker and Denton, ap-
peared for the plaintiff and Mr. Eldon Foster,
instructed by Mr. F. S. Dixon, from Mr. R. A.
Harding's office, was for the defendant.

The jury was as follows:—Messrs. F. Gomes
(Foreman), Martin and F. M. X. de Figueiredo.
Mr. Shenton stated that the action brought
by the plaintiff was one for damages. The
injuries complained of consisted of severe
poisoning of the right thigh as a result of boil-
ing water falling upon it, which caused the
plaintiff to be laid up for five days. At the
time plaintiff with others were in a sampan.
As the sampan got alongside a pier the defend-
ant's steam-launch was put in motion. Soon
after boiling water and steam were emitted from
the exhaust pipe and scalded the plaintiff on the
thigh. The facts of the case were that between
four and five o'clock on the date in question, the
plaintiff's boat was summoned a sampan from
the *Empress of Japan*, with the intention of
enabling the plaintiff to go over to Hongkong.
The sampan got as far as the Harbour Office,
but the plaintiff was unable to go ashore, be-
cause the defendant's launch was already
alongside the pier, and in consequence of the
negligence of defendant's servants, injuries
were sustained by the plaintiff. The plaintiff
was at no time actually on the launch and
never attempted to get on board. The boiling
water spoken of fell into the sampan and came
in contact with defendant's thigh. The ques-
tion would be raised as to whether or not
plaintiff was a trespasser on the launch but he
would submit that the plaintiff had never gone
on board and had a perfect right to be where
he was. His pleading was that the plaintiff's
position did not in any way interfere with the
ordinary working of the launch. Under ordinary
circumstances, and under circumstances of
which defendant was deemed to take notice, the
launch would go on without boiling water fall-
ing out of the exhaust pipe. The plaintiff could
not have foreseen that the water would have
come out of it at the time it did. He submitted
that the launch was not properly worked. The
question might be raised that the defendant did
not know that the thing was going to happen
but he would prove that that was not so, as
any engineer would know what was going
to happen. As a matter of fact, some of
the people on board actually laughed over
the occurrence. Those facts being submitted
to the jury, the plaintiff was entitled to recover
damages on two grounds. The first was when
a man had any property in the event of the
escape of something from it which was liable
to inflict injury, the owner was liable to pay
damages irrespective of the question of negli-
gence. The second ground was the ordinary
common law of negligence and if his Lordship
held that damages were recoverable, he was
entitled to a verdict in plaintiff's favour.
Evidence having been called, the case was
adjourned till ten o'clock to-morrow morning.

THE OPIUM TRADE.

A SWEEPING EDICT.

Peking, Sept. 27.
In consequence of the reports of inspectors
an Edict has been issued that commands the
Censorate to investigate and punish a frequently
the Viceroy and Governors of Chihli, Honan,
Shansi, Beiliang, Fukien, Kuangsi, Yunnan
and Hainan on the grounds that, while
suppressing the traffic in and cultivation of
opium, they were guilty of carelessness to-
wards smoking and also its suppression.
The rewards to Shansi, Chihli and Yunnan officials
are cancelled.—*N. C. D. News*

TUKO Lai Chuen a partner of the Wong Man
firm of No. 5, Li Sing Street, was brought up
before Mr. J. R. Wood, Second Police Mag-
istrate, this afternoon, on a charge of the
alleged embezzlement of \$500, monies belong-
ing to the firm. Mr. E. Davidson prosecuted,
while the defendant was unrepresented. The
case was formally remanded.

A RATHER unpleasant number of catching wild
birds was exposed at the Magistrate's this morn-
ing when a native was charged by Sergeant Baker
with catching street birds on top of telegraph
wires by means of two long poles with birdlime
spread on the end. The Sergeant found a large
number of the victims in a big defendant's
possession and immediately released them. A
fine of \$1 was imposed.

THE staff of the *Sui An*, who was charged
with obtaining the sum of \$5,000 from Messrs.
Jehans and Company by means of a forged
order purporting to be from Wm. Schmidt
and Company, gun and ammunition dealer,
was brought up on remand before Mr. E. R.
Hallifax at the Magistrate's this afternoon.
Detective-Sergeant Grant prosecuted and Mr.
P. W. Golding, of Messrs. Goldring, Balfour
and Morrell, appeared for the defendant. For
their evidence having been called, the defendant
was remanded.

It is interesting to note that an account of
the shores of the ocean are still unknown. As
many as 300 boats and shoals dangerous
to navigation were discovered in 10,000
square miles alterations in the charting of the
coast of the globe, as reported by the hydro-
grapher of the British Admiralty. Of these
were made known by vessels trading on them
and were found by British surveying ships, and
also were reported by Colonial and Foreign
Governments. (Previously) reported and
were investigated, but 25 were dropped from
the charts.

CANTON-KOWLOON RAILWAY.

HISTORICAL SKETCH OF THE UNDERTAKING.

We print below the full text of Mr. E. S. Lindsay's address on the occasion of the opening ceremony of the Kowloon-Canton Railway on Saturday last.

Mr. E. S. Lindsay, Chief Resident Engineer, said:—Your Excellencies, Ladies and Gentlemen.—We are assembled to-day to send forth on its prosperous career the latest chapter of your great Colony. For the past four years the up-bringing and education of the child has been proceeding in the New Territory and although during this period the youngster has not been altogether free from infantile troubles, severe chills from typhoons, a little dyspepsia now and then, and other ills that a young and growing railway is heir to, its sound constitution has pulled it through, and with slivers of steel, it stands before us a promising youngster full of "go," and ready to start on the journey of life. Even the most prosperous careers have their set backs and it is not to be expected that our young friend will have an exception, but his parents and guardians are not hysterically inclined, and as long as it keeps steadily on its way, and refrains from going off the track—even occasionally—there is no reason to doubt that it will even ultimately develop into a regular and profitable business, and amply repay those who have done so much for it. And as in the life of all useful institutions, we will hope that in the long run a suitable one will be forthcoming from across the frontier. There may be some in this assembly, who may assert that they travel the fastest, who travel alone, but would remind them that it is equally true that they who travel fast, travel light—and that in this case unity means strength in bearing each other's burdens, and the prosperity of the countries which union represents. In the year 1888 the British and Chinese Corporation obtained a concession for the construction of a railway between Canton and Kowloon. Much delay ensued in negotiating with the Chinese Government for the construction of the Chinese Section and it was not till 1895 that circumstances justified the commencement of the construction of the British Section. After protracted negotiations the agreement for the Chinese Section was signed by the British and Chinese Corporation on the 7th March, 1897, and shortly after the construction of that Section also was commenced. A good deal has been said and done about the cost of the railway—railways like this one which are intended for the development of a district usually do cost a good deal, and until that development is accomplished, the traffic must necessarily be slight. The original intention is likely to be lost sight of, when, after a railway is finished, traffic sufficient to pay for the interest on its cost is not immediately forthcoming. In order to give you some sort of idea as to whether the cost has been excessive or not it will be well to have a brief and general description of what the enterprise really comprises. The length of the railway is 21 miles between the Buffer Stop at Kowloon and the Bridge over the River at Low River at Lou. At this end there is a Recreation Area in a strip extending between the Deep Sea Frontage known as Flathead, the purchase of which is also included in the capital cost of the Railway and the new Gloucester Road at Hung Hom. Along the frontage of this there will be room for three Deep Sea Berths where ships can come alongside jetties. The Railway has had to provide for extensions of Public Works which the growing nature of Kowloon and Hung Hom and Yau Ma Tei demand. For 15 miles the railway runs through deep cuttings and on high banks where no other route was practically possible and above all 4 miles of the alignment is in tunnel, an abnormally high proportion. In addition to this the capital account has had to bear interest during construction. Home charges and loss of exchange which together amount to close on \$300,000. The cost of tunnelling has been very moderate and of this there can be no sort of question. The cost of the reclamation works out to about 50 cents a square foot and compares well with the prices we have had to pay for land adjacent. The rates for a railway and concrete are distinctly reasonable and the railway stock has been supplied at a low tender. Taking then the cost of the entire, rise when it is finished at \$3,000,000, let us first deduct therefrom the cost of that portion of the reclamation which does not form part of the Railway proper about \$600,000 (I am speaking in general terms). The cost of the deep sea berth at Blackhead is about \$600,000. The cost of the tunnels \$3,700,000. The proportion of interest and home charges due to the above \$550,000 and with about \$50,000 for a few other items, we get a sum of about \$5,000,000 to be subtracted from \$7,000,000 which gives \$2,000,000 as the cost of 21 miles of unincorporated railway inclusive of workshops and equipment. Now if you were to add another \$1,000,000 to this amount you could convert the Kowloon-Canton Railway into a double line along these 20 miles and the cost thereof would be about \$3,000,000 per mile as a double line of Railway of a very heavy nature. If however you prefer to judge it on a single line and to make a due allowance of \$5,000,000 say 25 per cent because all the cuttings and mounds of the banks and nearly all the bridges have been built for a double line you will find the cost of the single line of railway at \$4,000,000 or \$190,000 per mile and I have little to the contrary to judge whether this figure compares favourably with the cost of similar work elsewhere. For my part I am sure it does. Too much of your time has been taken up and I will therefore refrain from worrying you with any more figures or figures of possibility. (Applause.)

MR. O. C. HAMMERSTIN, of New York, announced his intention to begin and complete within a year the erection of an opera house seating 1,000 on a site in Kowloon, London.

KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 12th September, 1910. Present:—Messrs. W. Kruse (Chairman), J. S. Fenwick, C. Lee, J. Macarioni, L. L. Thomas, K. Taitzarsbars, the Secretary and the Assistant Secretary.

The minutes of the last meeting are read and confirmed.

The Secretary reports the arrival on the 8th inst. of Mr. A. Q. Peacy, Asst. to the Secretary and Capt. Supt. of Police.

Mr. K. Noda, the Japanese well known from Tamsui, is present, and reports that he is of opinion that artesian wells can be successfully sunk on the Island. It is decided to bring the matter to the notice of the ratepayers at the next annual meeting.

The Capt. Supt. reports the circumstances under which a Chinese was rescued from a poisonous well at Urambo, on the 5th inst., by Messrs. Meyer-Johansen and Carstensen of the Great Northern Telegraph Company, and the Secretary is directed to convey to these gentlemen the Council's thanks, and appreciation of their conduct, and especially to commend the bravery shown by Mr. Meyer-Johansen in twice descending the well, on the second occasion, being overcome by the fumes.

It is decided to refer to the Consular Body for the approval of a circular regarding the prohibition of quarrying which the Council proposes to issue to all quarry owners and persons engaged in cutting or quarrying rock or stone within the settlement.

The Capt. Supt. reports that the following cases have been dealt with at the Mixed Court since the last meeting:—Summons: Encroaching 2, Debt 2, Failing to obey the Magistrate's order 1. Summary Arraignment: Assault 4, Theft 2, Illegally having opium in his possession 1, Drunk and creating a disturbance 1, Looting property from a wrecked junk 2.

By order,
C. Berkeley Mitchell,
Secretary.
(Signed), W. K. Oak,
Chairman.

THE DRUG HABIT.

RAVAGES AMONG THE POOR.

For over twelve years I have lived in a hell of my own making, realizing fully I was ruining my health, and knowing that the drug destroys one's better part—the soul. Yet, knowing all that, I have gone on, nay, been driven on. Time and time again have I tried to cure myself and have failed.

In these few sentences is epitomised a pitiful story preliminary to an appeal for help. There is no need to enlarge upon the case—unhappily one of many—that of a refined and educated woman who has become a victim to the drug habit.

The "working class," as they are known, how do drugs enter their life? That was the problem I set out to solve to make this series of articles more complete. A day in the East End and the South-Eastern district, supplied a sufficient answer. Whilst the West End has its morphia pits in scores, the drug being secretly in its midst and expensive to obtain, amongst the poorer classes the habit of taking laudanum and chlorodyne, I found, was most extensive, but less vicious.

Inquiries made at various chemists show that in the East End, particularly the use of laudanum and chlorodyne in the first instance is more or less of an innocent character. It is taken to relieve some dire physical pain, usually in practised doses. This action of the drugs is efficacious, but the insidious effect makes itself felt. On the return of the slightest pain, recourse is had to either drug, and in time the patient cannot do without it.

A qualified chemist told me that the habit of drug-taking was most prevalent amongst the poorer classes. "I have been asked to supply chlorodyne and laudanum," he said "without prescription. In those cases we are always careful, and caution the buyer. Others come in with a proper prescription, duly signed, which we make up. If the purchaser is a victim to the habit, he or she can easily go to three or four chemists in the day to get the quantity required to satisfy the craving. A prescription might also be made up to be treble dosed if required, as is often done, and this saves the trouble of calling on other dispensers."

THE CHEMIST'S BUSINESS.

"Where we see a person in the way of falling into the habit of laudanum-taking, or of becoming a chlorodyne victim—and we can easily tell by external appearances—we give a word of warning and in some cases refuse absolutely to supply the drug. We have to safeguard our business though in every case we cannot guarantee this."

I have seen correspondence addressed to one who has taken this matter up seriously, which reveals the fact that the evil of drug-taking amongst the middle and lower classes is more widespread than is imagined. Age counts nothing in this matter; there is on record an instance of one who is nearly ninety years old asking how relief from the clings might be obtained, and delving through the piles of cases one comes to a particular instance of where a girl of twelve or thirteen has tried to seek her way out of the mesh.

An authority to whom I went for information produced within five minutes a score of cases—most heart-rending letters to read—which were on a par with the case quoted at the head of this article. What tragedy can be read into admission of this kind made by one that morphia had been "objected" twice a day for sixty years, and again, where people of seventy and eighty years old pitifully appeal for help, having no means of their own to combat the deadly habit in the closing years of their life!

All through my investigations I have been impressed by the fact that those who have been driven to take "pain curatives" have most frequently fallen into the drug habit.

CROWN LAND SALE.

THREE LOTS NO. D.

Three lots of Crown land were sold by public auction, at the P.W.D. this afternoon. The first was L. No. 1858 at Kad' U' Fong and contains 9,375 square feet. It was sold for \$3,400, being \$300 above the upset price. The purchasers were Messrs. Lum' Wo, Li' Wing Fong and Chan Shin Pak.

A plot of land measuring 2,880 square feet and bearing an annual Crown rent of \$16 at Shaukiun was sold to Mr. Chak Yik Tong for \$4,000, who was unopposed in the bidding.

Mr. Wm. Barker bought an area of 4,800 square feet under a rural building lease for \$450. The land is situated at Chai Wan Bay.

CIVIL SERVICE CRICKET CLUB.

ANNUAL SPORTS MEETING.

The Civil Service Cricket Club held their annual sports meeting on Saturday afternoon at Happy Valley. The grounds and the Club house were tastefully decorated with flags and bunting, and were due to Messrs. West and Parkinson for the pains they took in completing the pretty and effective arrangement. The Band of the Buffs, under Bandmaster Hewitt played selections of music during the afternoon. The most interesting event was the "Throwing at Cocos Nuts." This event, caused a good deal of excitement to the spectators. The ladies had to stand at a given point and aim at cocoa nuts some distance away. Mrs. Duncan and Mrs. Woolley had to throw four times, before the former won the prize.

The following were the Sports Committee:—Refreshments: Messrs. F. Fisher, T. J. Macaulay and W. H. Woolley. Prizes: Messrs. F. Howell, L. A. Wood and G. Bond. Decorations: Messrs. S. West and C. H. Parkinson. Stewards: Messrs. J. Quinn and J. M. Irving. Judges: Messrs. Withers and M. Baker. General Committee: Messrs. A. G. Pile, A. Blowsy, J. McEwen, W. Galt, E. W. Dawson, W. Higgs, H. Ellis, J. McLeod, W. Fischer, Thornhill and L. E. Brett. Secretaries: Messrs. J. Mackay and F. Howell.

The results of the different events are as follows:—

BOYS' FLAT RACE. (Handicap, over 9 years); 1, C. H. Blake; 2, W. R. Wilkinson; 3, W. Woolley.

GIRLS' FLAT RACE. (Handicap, over 9 years); 1, Mabel Cotton; 2, Sarah Cotton; 3, Gladys Woolley.

LADIES' EGG AND SPOON RACE: 1, Mrs. Pile; 2, Mrs. Woolley; 3, Mrs. McLeod.

100 YARDS FLAT RACE: 1, Mr. Bacon; 2, Mr. Gibson; 3, Mr. Budge. Time—15.5 seconds.

GIRLS' FLAT RACE. (Handicap, under 9 years); 1, May Fischer; 2, Eddie Mackay; 3, Eva Woolley.

LADIES' NOMINATION RACE. (30 yards); 1, Mr. Duncan, nominated by Mrs. Brett; 2, Mr. Pile nominated by Mrs. Dawson; Mr. Ellis, nominated by Mrs. McLeod.

THREE-LEGGED RACE: 1, Bond and Bard; 2, Duncan and Gibson; 3, Mackay and Millington.

BOYS' FLAT RACE. (Handicap, under 9 years); 1, Ted Fischer; 2, Joe Cotton; 3, W. McLeod.

GIRLS' SKIPPING RACE: 1, Mabel Cotton; 2, Gladys Woolley; 3, Eddie McLeod.

VETERANS' FLAT RACE (41 years of age and over. Handicap); 1, C. H. Parkinson; 2, I. Wheel; 3, W. Fischer.

THROWING AT COCONUTS: (Ladies only); 1, Mrs. Duncan; 2, Mrs. Woolley; 3, Miss Mao Fung.

CHILDREN'S RACE (Handicap, under 12 years); 1, Tom Pile; 2, Margaret Woolley; 3, Josie Thornhill.

EGG AND SPOON RACE. (Married & Single teams); 1, The married men; 2, Baker; 3, Mr. Irving; 3, Mr. Withers.

At the conclusion of the sports Mrs. J. M. Atkinson presented the prizes to the successful winners, and the meeting ended with the usual cheers.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held on Thursday next at 2.30 p.m., when the following will be the business:—

Financial Minutes. (Nos. 83 and 84).
Report of the Finance Committee. (No. 13).

ORDERS OF THE DAY.

Committee on the Bill entitled An Ordinance to apply a sum not exceeding Six million and forty-two thousand five hundred and forty-three Dollars to the Public Service of the year 1910.

Second reading of the Bill entitled An Ordinance to amend the Tramway Ordinance.

* Will not be proceeded with at this meeting.

A meeting of the Finance Committee will be held immediately after the Council.

A NEW steamer, named the *Typhoon*, to run on the Java-China Japan line of the Royal Packet Navigation Company, was launched at Amsterdam on September 13. She is built in accordance with Lloyd's A class requirements, and is up-to-date in speed and passenger accommodation especially.

Events Coming.

Tuesday, 4th October.
Jewish New Year.
Italian Concert Sale of Work, 10 a.m.

Wednesday 5th October.
Theatre Royal, "Nicola," 9 p.m.

Thursday, 6th October.
Legislative Council Meeting, 2.30 p.m.
Annual meeting of Second Division Football League, at V.M.C.A. rooms, 5.30 p.m.

Saturday, 8th October.
Dairy Farm Co.'s annual meeting, 10.30 p.m.

To-day's Advertisements.

G. MAGISTRACY.
No. S. 118.

NOTICE is hereby given that a MEETING of the LICENSING BOARD will be held in the Council Chamber on WEDNESDAY, the 2nd day of November, 1910, at 2.15 P.M. for the purpose of considering applications for Licences for the year 1910-1911 under the Liquor Licences Ordinance, 1898-1900.

Forms of applications may be obtained at this office.
All applications must be forwarded to this office on or before Friday, the 14th day of October, 1910, and must be accompanied by a deposit of Three Dollars.
Applications for transfers or new licences and persons objecting to such applications must appear in person.

G. A. WOODCOCK,
Secretary to the Licensing Board.
Hongkong, 27th September, 1910. [64]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "KUTSANG" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo, impeding the discharge or remaining on board after 4 P.M., the 4th inst., will be landed at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, 3rd October, 1910. [6]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUB CANAL.

(With Liberty to Call at Malacca, Ceylon, etc.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON NEW YORK: S.S. "MUNCASTER CASTLE" {On about 8th Oct. For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.
Hongkong, 3rd October 1910. [65]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, DUNKIRK AND ANTWERP.

THE Steamship "GLAMORGANSHIRE," Captain H. C. Norris, will be despatched as above about 13th inst.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 3rd October, 1910. [642]

COMMERCIAL.

30th September, 1 p.m.
The following quotations for rubber shares by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Altaga	4/5
Anglo-Java	7/10
Anglo-Malaya	7/10
Balgownie	7/10
Batu Tiga	7/10
Bentam	7/10
Bukit Kajang (pp)	59/
Bukit Kajang	59/
Carey United	6/5 prem.
Castlefields	105/
Changkat Serdang	5/0
Cherna (part paid)	8/8 prem.
D. (fully paid)	137/6
Damansara	11/6 prem.
Eastern International	11/6 prem.
Fed. Selangor	5/2
Glenohly	5/2
Glenohly	5/2
Golden Hope	10/
Highlands and Lowlands	10/
Indragiri	5/7
Inch Kenneth	—
Jequile	—
Jonglandor	—
Kamuning	5/5 prem.
Kuala Lumpur	150/
Landanons (fully paid)	—
Landanons (ppd)	—
Latus	—
Ledbury	7/6
Linggi	4/10 ex div.
London Asiatic	10/9
London Ventures	6/5
Martins	7/6
Pajans	5/0
Pegoh	5/8
Rubber Trusts	5/6 prem.
Saggs	27/0
Sandycroft	5/3
Sapong	—
Seaford	—
Sekong	13/6 prem.
Shelford	8/4/5
Singapore & Johore	5/4
Somaira Pans	10/
Sungel Chops	90/
Sungel Kapar	13/9
Tanjong	—
Tanjang	30/
Tongkang	30/ prem.
Ulu Ranta	—
United Serdang	100/
United Singapore	5/35
United Semarangs	8/5
United Langkat	—
Tondra	33/
Pure Rubber	7/ per lb.
London Asiatic Company have declared an interim dividend of 10%.	

To-day's Advertisement.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PEKAN, GULF, COASTAL, AMERICA and SOUTH AFRICAN PORTS.

THE Steamship "ASSAYE," Captain Owen Jones, R.M.R., carrying 114 Malacca's Mail, will be despatched from this port on SATURDAY, the 10th October, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. India, 7,012 tons, from Colombo. Passengers' accommodation is which vessel is secured before departing from Hong Kong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. Himalaya, due in London on 26th November, 1910. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. For further Particulars, apply to E. & H. WETTT, Supercargo, etc.
Hongkong, 3rd October, 1910. [4]

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Intimations.

ORANGES

"WASHINGTON NAVAL"

80 cents per lb.

APPLES

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 21 DAYS HONGKONG TO VANCOUVER, SAYING 1 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF CHINA" SATURDAY, OCT. 15TH.	"ALLAN LINE" FRIDAY, NOV. 11TH.
"MONTAGLE" TUESDAY, NOV. 2TH.	
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	From St. John.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 10TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
"MONTAGLE" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, FEB. 10TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line after from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missions, Members of the Navy, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port \$45.

Via New York \$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

J. W. GRADDOCK, General Traffic Agent,
Corner Padder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI, KOBE & MOJI	"KITSANG"	TUESDAY, 4th Oct, Noon.
MANILA	"YUENSANG"	FRIDAY, 7th Oct, 4 P.M.
"GAPOR, PHNANG & CALUTTA, NAMSANG"	"YUENSANG"	SATURDAY, 8th Oct, Noon.
SANDAKAN	"MAUSANG"	MONDAY, 10th Oct, Noon.
TIENSIN	"CHEONGSHING"	MONDAY, 10th Oct, Noon.
MANILA	"LOONGSANG"	FRIDAY, 14th Oct, 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 14 DAYS).

The steamers "Kitsang," "Mausang" and "Loongsang" leave about every 2 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Koda, Lahad, Davao, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.**,
Telephone No. 215.
Hongkong, 3rd October, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamship	To Sail
MANILA	"PANG" 4th	Oct, 4 P.M.
HUIHOW & HAIPHONG	"SINGAN" 6th	Oct, Noon.
SHANGHAI	"CHIHUAT" 6th	Oct, 3 P.M.
TSINGTAU & NEWCHANG	"YALUANG" 6th	Oct, 4 P.M.
CHIEFOO & TIENSIN	"HUIHOW" 6th	Oct, 4 P.M.
SHANGHAI	"ANHUI" 9th	Oct, Midnight.
ILLOILO & CEBU	"BUNGKANG" 11th	Oct, 4 P.M.
MANILA	"TEAN" 11th	Oct, 4 P.M.
ILLOILO & CEBU	"KAIPOK" 13th	Oct, 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through to Australia, New Zealand and Tasmannian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chienan, Linan, Chienan) with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Sunday night.

These steamers will passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

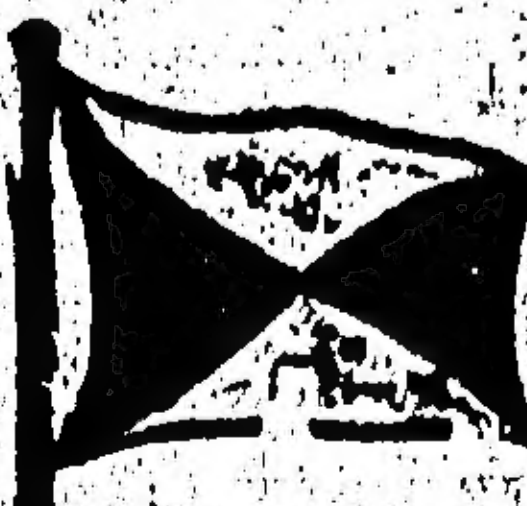
For Freight or Passage, apply to

Telephone No. 16.

Hongkong, 3rd October, 1910.

BUTTERFIELD & SWIRE,

AGENTS.



HONGKONG—MANILA.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED

Steamship	Tonnage	Captain	For	Sailing Dates
ADBI	2500	R. Rodger	MANILA	SATURDAY, 8th Oct, at Noon
LAFFRO	2500	A. Fraser	"	SATURDAY, 15th Oct, at Noon

For Freight or Passage, apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Telephone No. 119.

Hongkong, 3rd October, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG

(Subject to Alteration.)

TRANS-PACIFIC SERVICE

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA V. MOJI, KOBE AND YOKO- HAMA	"SEATTLE MARU" Capt. T. Saito	6,182	WEDNESDAY, 5th Oct, at Noon.
VICTORIA, B.C. & TACOMA V. MOJI, KOBE AND YOKO- HAMA	"CHICAGO MARU" Capt. I. Goto	6,182	WEDNESDAY, 2nd Nov, at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted routes for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
SHANGHAI via SWATOW, AMOI and FOCHOW	"BOJUN MARU" Capt. S. Yamino	FRIDAY, 7th Oct, at Noon.
TAMUI via SWATOW and AMOI	"DAIGI MARU" Capt. H. Muiyama	SUNDAY, 9th Oct, at 10 A.M.

SPECIAL REDUCTION of 30% will be allowed to 1st and 2nd Class Passengers to FOCHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nisshin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class, \$73.00. 2nd Class, \$55.00. 3rd Class, \$37.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fast speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BOJUN MARU."

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Building.

Hongkong, 3rd October, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1910
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	IMO MARU, Capt. R. Takaki, Tons 7000 HIRANO MARU, Capt. H. Fraser, Tons 9200 TAYGO MARU, Capt. A. Christensen, Tons 8000	WEDNESDAY, 12th Oct, at Daylight. WEDNESDAY, 16th Oct, at Daylight. WEDNESDAY, 9th Nov, at Daylight.
VICTORIA, B.C. & SEATTLE	SADO MARU, Capt. S. Saito, Tons 7000	SATURDAY, 5th Nov, From KOBE.
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	INABA MARU, Capt. K. Kawara, Tons 7000 TAMBA MARU, Capt. K. Saito, Tons 7000	TUESDAY, 11th Oct, at Noon. TUESDAY, 11th Nov, at Noon.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	HIKOKI MARU, Capt. M. Yagi, Tons 6000 KUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 25th Oct, at Noon. FRIDAY, 25th Nov, at Noon.
BOMBAY via SINGAPORE & COLOMBO	HAKATA MARU, Capt. A. Mocker, Tons 7000	TUESDAY, 4th Oct, at Noon.
SHANGHAI, MOJI & KOBE	BOMBAY MARU, Capt. Teranaka, Tons 5000	SUNDAY, 2nd Oct, at Noon.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 6000	WEDNESDAY, 16th Oct, at Noon.
KOBE and YOKOHAMA	KANO MARU, Capt. F. L. Sommer, Tons 9200	THURSDAY, 13th Oct, at 5 P.M.

Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers.

Calling at Saigon.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers.	Tonnage	Leave Hongkong	RATES OF PASSAGE.
MIYASAKI MARU	9,000	15th Feb.	To London, per New Steamer
KITANO	9,000	1st March	1st class Single, Y550
IVO	7,000	15th "	Return, 850
HIRANO	9,000	29th "	2nd class Single, 350
TANOGU	8,000	12th April	Return, 540
KANO	9,000	26th "	Old Str. 1st class Single, 500
AKI	7,000	10th May	Return, 750
MISHIMA	9,000	24th "	2nd class Single, 410
			Return, 690
Steamers.	Tonnage	Leave Hongkong	RATES OF PASSAGE.
AWA MARU	7,000	28th Feb.	To Pacific Coast Common Ports
INABA	7,000	12th March	1st class Single, 450
TAMBA	7,000	26th April	Return, 650
AWA	7,000	9th May	To London via New York
			1st class Single, 550
			Return, 850

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply to—

T. KUNIMOTO,

Agent.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON NEW YORK.

S.S. "MUNCASTER CASTLE" On about 15th Oct.

For Freight and further information, apply to

DODWELL & CO., LIMITED.

Agents.

Hongkong, 1st September, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain McArthur, will be despatched as above on SATURDAY, the 10th October, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 20th September, 1910.

SOCIETA ANONIMA NAZIONALE DA SERVIZI MARITIMI

SEDE IN ROMA.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESINA, NAPLES, LEOHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BAKELON, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISOLIA."

Captain Belitto, will be despatched as above on WEDNESDAY, the 12th October, at Noon.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 30th September, 1910.

"INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK.

THE Steamship

"INDRAWADI."

Captain W. Gray Williams, will be despatched as above on or about 13th Oct.

For Freight apply to

JARDINE, MATHESON & Co., LD., Agents.

Hongkong, 10th September, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG.

VICTORIA, VANCOUVER AND SEATTLE

via

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer

Tonnage

Captains

On about

Kumori 6,219 G. B. McGill 19th Oct.

Aymori 4,503 J. Boyd 20th Nov.

Calling at Amoy and Keelung if sufficient indentment offers.

These steamers are specially fitted for the carriage of Asiatic Storage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED.

General Agents.

Queen's Building.

Hongkong, 27th September, 1910.

HONGKONG-NEW YORK.

Steamship

Tonnage

Captains

On about

Kumori 6,219 G. B. McGill 19th Oct.

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General Agents.

Queen's Building.

Hongkong, 27th September, 1910.

Shipping—Steamers.

"BEN" LINE OF STEAMERS

NOTICE TO CONSIGNEES.

S.S. "BERNARD"

FROM LEITH, LONDON AND STRAIT

CONSIGNEES of Cargo are hereby

Informed that all Goods are being taken

at their risk into the hazardous and

hazardous Godowns of the Hongkong and

Kowloon Wharf and Godown Co., Ltd.

and/or from the wharves delivery

may be effected.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain

ing undelivered and at the risk of the

consignee on the 1st of October, 1910.

All Claims against the Steamer must be pre-

Hotel

BAND 1 BAND 11 BAND 111
AT THE
BELLE VIEW HOTEL.
SHAKUWAN ROAD.
Telephone No. 957

By kind permission of the Commander and Officers, the full Band of 10th Mahratta Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m.

On SUNDAY, the 2nd October (weather permitting).

Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandah.

Dinner a la Carte 7.30 p.m.

Dining Rooms can be reserved by telephoning to the undersigned.

All cordially invited.

W. GALLAGHER, Manager.

Hong-kong, 30th September, 1920.

Denmarks Pride

HEYMANS BUTTER

48

For Sale.

FOR SALE
AT
GRACA & CO.
27, DES VOSGES RD
1913

ASIATIC POSTAGE STAMPS
and
VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single.
Assortment of Stamps and Post Cards
Albums.
Postage Stamps Catalogues for 1910.
Stock Books, Duplicate Pocket Books
Transparent Envelopes.
Twecent, Magnifying Glasses, Perforation
Gauges.
Novels, Books for parlour and household
use. Toy Books for Children.
Prayer Books, Religious Pictures, Pendants
Medals, Statuettes, Flower Seeds.
Relief Scraps and Scrap Albums.

**MANILA CIGAR AND
CIGARETTES.**

£s. £s. £s.

Inspection invited.
Hongkong, 12th January, 1910.

DO NOT MISS LOOKING AT
OUR WONDERFUL SELEC-
TIONS OF

MOHIDEEN & CO.

Dealers in
CEYLON PRECIOUS
STONES &c.
88 & 40, QUEEN'S ROAD
CENTRAL.

AN APPEAL

Furniture, etc., supplied.
 Henry, A. S. Watson & Co. Ltd. write as follows:-
 "We have pleasure in stating that Mr. J. KWONG LOONG furnished the American in our Dispensary and gave us every satisfaction."
 (34) A. S. WATSON & CO.
 17th May, 1947.
 ORDERS previously placed to and from the Dispensary have been completed.
 AN INSPECTION INVITED
 November 16, 1947.